



Latest of the D.H. Moth series, the Minor will be produced in cabin and open two-seater forms. It is to be fully aerobatic and has been developed for safe and economical flying by pupils or owners. It is flown from the front seat.

at low speeds. The seating arrangement will be side by side, with a staggered layout for normal passenger carrying. At the present de-

sign stage no performance figures are available.

The well-known Monospar Universal, though of interest to private owners, is primarily a machine for transport work and is described in the appropriate section.

Makers:—General Aircraft, Ltd., London Air Park, Feltham, Middlesex (Feltham 2604).

HILLSON

ENTERING the world of aircraft construction with the Praga light-weight two-seater cabin monoplane, F. Hills and Son now have a trainer, designed specially for C.A.G. requirements in process of development. This machine, which will be known as the Helvellyn, will be a tandem two-seater monoplane on somewhat unconventional lines. No details are yet available for publication.

Recently the company carried out experiments with a two-seater cabin machine in which the controls had been simplified to an interesting degree. The Pennine, as it was known, had a fixed rudder with trimming tab, and all normal manœuvres were carried out by means of spoilers (taking the place of ailerons) on the leading edges and a normal elevator.

tured has been sold. This machine was the result of a successful attempt to compromise between the varying needs of clubs and private owners, and its outstanding features are a short take-off with any load and a useful cruising range. Large numbers of them are in use and are likely to be so for many years to come.

The D.H.82 (Tiger Moth) is, of course, still in quantity production, and is used all over the world for *ab initio* and aerobatic training. Details and performance figures are given in the military aircraft section, since this is one of the standard Reserve School types, and, in modified form, as the Queen Bee, is used for anti-aircraft practice.

Makers:—The De Havilland Aircraft Co., Ltd., Hatfield Aerodrome, Herts. (Hatfield 2345).

GENERAL AIRCRAFT

EARLIER this year General Aircraft took over the manufacturing rights for the C.W. Cygnet two-seater cabin monoplane, which is still this country's only all-metal, stressed-skin light machine. The company has decided to develop the machine into one in which stability and ease of handling will be the outstanding features. Already the tail has been modified to take twin fins and rudders, and in due course a tricycle undercarriage will be fitted.

The existing machine is powered with a Gipsy Major engine, but provision will be made for the fitting of a Cirrus Major or a Menasco C4S unit, according to the wishes of the purchaser. The structure of the Cygnet offers excellent opportunities for drop-hammer production, and by this means it is planned to manufacture a machine at a competitive price. The figures below refer to the prototype with the normal undercarriage and single fin and rudder.

The Cygnet's cabin has a transparent top extending to a low waist-

line, and the screen is of the one-piece moulded type giving a wide range of vision. Split flaps are, of course, fitted.

CYGNET data:—Span, 34ft. 6in.; length, 24ft. 3in.; all-up weight, 1,800 lb.; weight empty, 1,305 lb.; wing-loading, 10 lb./sq. ft.; power-loading, 15 lb./h.p.; maximum speed, 148 m.p.h.; cruising speed at 70 per cent. power, 130 m.p.h.; stalling speed, 48 m.p.h.; rate of climb, 900 ft./min.; service ceiling, 16,000ft.; and cruising range, 460 miles.

With a special eye on the Civil Air Guard market, General Aircraft are now proceeding also with the design of a simplified tricycle pusher in the true lightweight class. This machine will be known as the Cagnet and will be a two-seater low-wing machine. It will be powered with a 50 h.p. Pixie four-cylinder fan-cooled engine. It may be remembered that the Pixie was previously known as the Weir, and was fitted, also with fan-cooling, in the original jump-start Autogiro.

The construction of the Cagnet will be mainly of wood with the exception of the nacelle, which will be built of sheet-metal pressings. Both wings and tail will be ply-covered, and the latter is carried on two wood booms with twin fins and rudders to provide good directional stability and control



Recently taken over by General Aircraft, the Cygnet, which is an all-metal stressed skin medium-weight, will shortly be fitted with a tricycle undercarriage. The machine is shown here with its new twin-rudder assembly.